



Recruiting/Retention Programs Get 'Booster'

MAXWELL AFB, Ala. — Civil Air Patrol's cadet recruiting and retention programs got a "shot in the arm" during the March meeting of the National Executive Committee here.

The NEC approved two programs, one for cadet solo scholarships and a cadet flight orientation program. These programs should add incentive for all wings to emphasize their cadet recruiting/retention efforts.

The scholarship program will continue on the "one-third basis" — one-third from National Headquarters and two-thirds from regions, wing, individual, outside contributors or combinations thereof.

National will provide funds for 104 scholarships at \$120 each during fiscal year 1975 (July 74 to June 75).

They will be distributed based upon a wing's cadet recruiting performance. The 10 wings that recruited the largest number of members in 1973 will receive three scholarships each. The 32 wings that fall in the mid-area of the recruiting effort are to receive two scholarships each, while the 10 wings that recruited the fewest cadets during 1973

will be allocated one scholarship each.

In the solo scholarship program, provisions are made for a maximum of 15 hours, at least two of which will be solo. Payment of the solo scholarship funding will be made to the wing commander on a prepayment basis.

These solo scholarships may be applied to either powered or glider training at the wing commander's direction.

The flight orientation program is based upon the Cadet Flight Orientation Syllabus (CAP Form 77) which became effective Jan. 1, 1974.

The program is designed to assist the wing in recruiting and retention by reimbursing it for its performance in giving first

orientation flights to its cadets.

As with the solo scholarship program, the basis of reimbursement is a wing's cadet recruiting effort in the preceding calendar year. The national total of new members in the preceding year will be divided into the number of members recruited in an individual wing to provide a percentage factor which is applied to a maximum number of reimbursable orientation flights. For a complete breakdown on how to qualify your cadets for this program, see Chapter 15 of CAP Manual 50-16, dated Feb. 6, 1974.

In implementing the new program, National felt that it would assist the wing by (See Gets 'Booster' Page 2)

WOW!—Cadet Robert L. Hinman receives a "congratulations" kiss from a fellow CAP member and friend, Gretchen Hotmann, after he was presented the Gen. Carl A. Spaatz Award during the annual Alabama Wing Ball. Cadet Hinman, a member of the Maxwell AFB Cadet Squadron since 1969 has earned his solo wings and travelled to England last year as part of CAP's IACE program. Cadet WO Hotmann is a member of Birmingham Composite Squadron 34. (Photo by MSgt. Russ Brown.)

Cadet School Dates Are Set

MAXWELL AFB, Ala. — The 1974 Cadet Officer School will be conducted here from June 21-July 2.

The purpose of the school is to assist and guide the individual cadet in the techniques of leadership. The goal of this training is to educate the cadet in the psychological theories of leadership and their applications as demonstrated. The cadet should be equipped at the completion of this high level course to return to his home wing and assist the wing staff to establish similar courses within the wing.

Such topics as communicative skills, the learning process, problem solving, group behavior techniques, and cadet program administration are part of the school.

The Air University of the U.S. Air Force assists in program planning and provides portions of the instruction for the cadets. This professional atmosphere promotes the dignity and behavior that exemplifies our cadet officer corps.

There is no age restriction for cadets to apply for Cadet Officer School; however, they must have attained the Billy Mitchell Award by Dec. 31, 1973 to be eligible.

Quotas for the school have been distributed to the wing commanders. Selection boards should select only those cadets who are highly motivated and who display the basic qualities desired of future leaders in CAP. This activity, without question, will be one of the most challenging and interesting in our special activities program.

Applications for the activity should be submitted in accordance with the instructions in the 1974 Special Activity Brochure.

Cmdr's Guide Is Available

MAXWELL AFB, Ala. — In January 1974, a copy of CAPP 51, Squadron Commander's Guide, was distributed to CAP commanders at all organizational levels.

Although designed primarily as a ready reference source for CAP squadron commanders, it was the consensus of the members of the National Executive Committee (NEC) that this pocket-size "encyclopedia" of CAP would prove to be invaluable to CAP commanders at all levels and, in fact, would prove to be most useful to any CAP senior or cadet.

The response to this pamphlet has proven the prognosis of the NEC to be sound. Individual and unit orders from the CAP Bookstore quickly necessitated an additional reprint of this document to meet the demand.

The contents of the Guide are scheduled for annual revision and reprint. The plastic covers are of a semi-permanent nature and allow for the insertion of the reprinted contents for several years.

Any CAP senior member, cadet, or CAP unit may order one or more copies of the Guide from the CAP Bookstore, using the standard order form.

The cost is \$1.00 per copy, which includes postage fees.

Female Uniform Items Critical

MAXWELL AFB, Ala. — The uniform for the 1974 cadet special activities has been established as the summer blue uniform, shade 1549/1550.

Due to the shortage of WAF uniform items, the authority of CAP members to purchase female uniform items in Air Force clothing sales stores has been temporarily suspended.

This may require female cadets to purchase the necessary items from commercial sources. Check the March Monthly Bulletin for a listing of reputable firms which handle female military clothing at reasonable prices.



CIVIL AIR PATROL

NEWS



VOLUME 6, NO. 4
MAXWELL AFB, ALA. 36112
APRIL 1974

4 Wings Record 10 Saves; Extend Save Efforts To 13

MAXWELL AFB, Ala. — Four Civil Air Patrol Wings search and rescue (SAR) activities boosted the number of lives saved thus far this year to 13.

Tennessee, Utah, New Mexico and Colorado received credit for 10 saves during February and March.

In Tennessee, the life of one of seven persons who had survived a crash of a PA-32 aircraft in the Smokey Mountains was saved. Following the crash, the pilot walked out of the rugged mountains to report the accident.

A CAP search aircraft located the crash site only 14 minutes after takeoff. National Park Service personnel removed the survivors from the crash.

An aircraft with four persons on board enroute from Aspen, Colo., to Las Vegas, Nev., went down in the southwest corner of Utah. The Utah Wing's CAP aircraft flew three sorties during the search for the missing craft and received credit for the four lives saved.

In New Mexico, three persons were aboard an aircraft traveling from Mound Ridge, Kan., to Santa Fe, N. M., when it went down. Wing pilots located the plane four miles northwest of Gascon, N. M.

The crash victims were recovered by the Army's 541st Medical Detachment from Fort Carson, Colo. This unit shared credit with CAP for saving the three lives.

search using over 17 hours of flying time.

The 12th and 13th lives saved came when members of the Colorado Wing and local law

enforcement personnel rescued two young boys who had survived a crash near Glenwood Springs, Colo.

(See Saves, Page 2)

Make Plans Early For Board Meeting

MAXWELL, AFB, ALA.—Civil Air Patrol's National Board Meeting/Convention is less than six months away.

With this in mind, it is time you began making your plans to attend. This year the Hotel St. Francis in San Francisco will be the convention site. September 20 and 21 are the dates for the formal business sessions with the 19th and 22nd designated as arrival and departure dates.

With the energy crunch and austere budgeting being what they are, airlift to the convention may present even greater problems this year. There is no need to dwell on the shortage of military airlift — most of you are well aware of it.

Region and wing commanders are urged to be thinking of arranging either group affinity or charter flights for their personnel.

The Hotel St. Francis, located in Union Square, has reserved 600 rooms at special rates for CAP personnel. They are \$20 for single or \$30 for double/twin. Tower accommodations are available at \$25 for a single or \$35 for double/twin.

Keep watching the Civil Air Patrol NEWS for additional information on this year's meeting. Let's make it the greatest CAP convention ever — and, remember, begin your planning now!



PROUD MOMENT — Edward L. Kimble shows his approval as his son Chris receives the Gen. Carl A. Spaatz Award during the annual Alabama Wing Ball. Chris has been active in CAP since 1969 and is the first cadet of Alabama's Muscle Shoals Composite Squadron to earn the award. Cadet Kimble, who presently serves a vice-chairman of Alabama's Wing Cadet Advisory Council, holds his solo wings and is a qualified radio operator. He hopes to enter the Air Force Academy following graduation from high school this year. (Photo by MSgt. Russ Brown.)

Units Conduct Exercise

NEWPORT, R.I. — Twenty-one cadets and seniors from two Rhode Island squadrons recently held a one-day search and rescue exercise at Brenton Point State Park.

Members of the Newport-

Saves

(Continued From Page 1)

A youngster witnessed the accident while skiing and reported it to his parents. CAP was notified and, along with law enforcement officials, directed a civilian helicopter into the area.

The aircraft had impacted at a high rate of speed and rolled down a hill, making it almost impossible to spot from the air.

Once spotted by the copter pilot, a ground team was sent to the site. The two boys were taken by helicopter to the Aspen Valley Hospital. Both were suffering from fractures, frost bite and one had internal injuries.

The saves were credited to the combined efforts of CAP, law enforcement personnel and civilian volunteers.

CAP flew more than 40 hours during this search and rescue operation.

Bristol County Composite Squadron and Kent County Composite Squadron participated in a joint effort to recover a simulated crashed plane and survivor.

After receiving coordinates and the flight path of the aircraft, the group formed four squads and searched for the "downed" craft.

Cadet officers in charge of each squad of cadets systematically worked out a search pattern. After three hours of concentrated search in thick underbrush and freezing temperatures, the crash site was located by one of the squads.

The survivor, who was previously tagged with simulated injuries, was given proper medical aid until more qualified help arrived.

Gets Booster

(Continued From Page 1)

providing compensation for its efforts in support of the cadet program, and at the same time help defray the expense of operating corporate aircraft.

It is also felt that the program will create a greater rapport between cadet and senior members.

200 Attend Unit Open House

STAUNTON, Va. — More than 200 guests recently attended a open house held by the Augusta Squadron and witnessed the unit receive the Col. Allen C. Perkinson Outstanding Squadron Award.

CAP Col. Earl T. Van Stavern, Middle East Region chief of staff presented the award to CAP Capt. E. Ray Proctor, commander of the squadron.

In presenting the award for the first time Colonel Van Stavern commented that "The Augusta Squadron is one of the most active in the state and they have a terrific cadet program."

Colonel Perkinson was commander of the Virginia

Flying Corps of the Virginia Protective Force in 1941 prior to the formation of CAP in the state.

He was later commissioned a Major in CAP and named Virginia Wing Commander, a position he held until 1968.

A photo display of recent missions attracted much attention from the guests.

They also viewed CAP radio equipment that was on display and CAP emergency services personnel explained search procedures to them.

Special guest speaker at the open house was CAP Col. Jon H. Hill, Middle East Region commander. He spoke about CAP's history and its current purpose.

2 Complete Med Training

ELKINS, W. Va. — Two members of the Buchannon Composite Squadron (West Virginia Wing) were recently certified as Emergency Medical Technicians (EMTs) after completing a training course at Davis and Elkins College here.

Lt. Dorothy Cowger and Cadet Basic Michael Cowger completed the program which consisted of teaching techniques to instruct future EMTs and how to safely remove patients from wrecked vehicles using heavy duty equipment.

Lieutenant Cowger, the squadron information officer, also works with Upshur County Emergency Medical Service as a qualified ambulance driver, attendant and dispatcher.

Dairy Boosts CAP

WARWICK, R. I. — Rhode Island's Wing Commander, CAP Col. Edgar Bailey recently presented Michael DeCiantis Sr., of DeCiantis Brothers Dairy a CAP Certificate of Appreciation for their support of Civil Air Patrol in West Warwick, R. I.

The dairy had a picture of a CAP aircraft printed on their milk cartons for three weeks.

A slogan "Get High The Safe Way" appeared with the photo.

WAF Aid Virginia Unit

HAMPTON, Va. — Three WAF from Langley AFB's Honor Guard recently visited the Peninsula Composite Squadron to address them on wearing of the uniform, drill and the Air Force Honor Guard program.

The WAF were Sgt. Jill Pitt, non-commissioned officer-in-charge of the Honor Guard and A1C Cheryl Kingman and Ann. Frances Cox. The airmen work in the Langley AFB Hospital Pharmacy. Belonging to the honor guard is volunteer duty for them.

They invited the cadets to observe the Honor Guard practice, and will return to help with parade flag procedures.



Hernandez Heads Wg. Cadet Council

BRONX, N.Y. — Cadet Lt. Col. Reinaldo Hernandez has been elected chairman of the New York Wing's Cadet Advisory Council.

Hernandez is cadet commander of the Bronx Cadet Squadron 1 and is presently a cadet member of the 525th AFOTC Detachment at Fordham University, Bronx, N.Y.

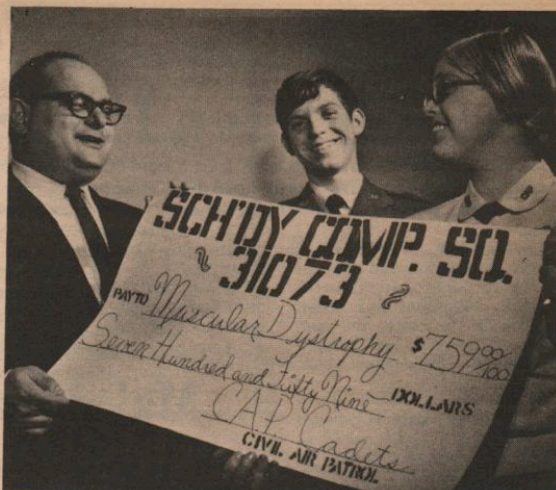
He has also earned his solo wings through CAP's solo scholarship program.

Cadet Beck Completes Home Study Course

MONROE, La. — Cadet James B. Beck of the Monroe Composite Squadron recently completed the HS-3 Radiological Monitoring home study course.

The course is offered by Civil Defense and is now open to Civil Air Patrol cadets.

He has also completed the Civil Defense home study course and the medical self-help course.



LARGE COLLECTION — Cadets Linda Berry and Richard Van Patten presents Alvin E. Scheinerman, publicity chairman for Schenectady, New York's Muscular Dystrophy drive a check for more than \$700. The money was collected by members of the Schenectady Composite Squadron during the town's annual fund raising drive. In the past two years, the unit has collected nearly \$3,000 during the Muscular Dystrophy Campaign. (Photo courtesy The Schenectady Gazette)

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MAIL THIS FORM TO: HQ CAP-USAF/DPYD MAXWELL AFB, ALA. 36112

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RECEIVES CHARTER—South Dakota's Huron Composite Squadron Commander, CAP Maj. Frank Shelton (right), accepts the unit's official charter from CAP Col. Eugene Pluth, wing commander, during a recent squadron meeting. The unit was organized in mid-1973 and they presently have 14 cadet and seven senior members. Sgt. John Wider (center), is the unit's cadet commander. (Plainsman Photo)

RADIO OPERATOR — Cadet Gregory V. Bowman (seated), holds his recently earned Civil Air Patrol Radio Operator Certificate of Proficiency. Bowman, a member of the Winston-Salem Composite Squadron (North Carolina Wing), is the first member of his unit to earn the certificate. Looking on is CAP Lt. Col. James H. Cheek, advisor to the CAP National Communications Committee.



CAP-SA Officials Hold Joint Meeting

WESTMINSTER, Md. — Personnel from Civil Air Patrol's Carroll Composite Squadron and the Salvation Army's Baltimore Divisional Headquarters recently held a joint meeting to discuss the utilization of forces during natural disaster situations.

CAP's emergency services programs and the number of corporate aircraft and surface vehicles available for transportation assistance were among the topics discussed.

The Salvation Army officials are very much interested in the wing's communications capability both in the number of stations available and in the flexibility of their operation.

CAP Maj. Kenneth H. White, Maryland Wing chief of staff, termed the meeting "a complete success."

Columbia Unit Is 'Best'

COLUMBIA, S. C. — The Richlands County Cadet Squadron of Columbia has been recognized by the South Carolina Wing as the top unit in the state for 1973.

Capt. Ted Lybrand, squadron commander, received the trophy from Col. E. Lee Morgan, wing commander. Colonel Morgan cited the unit for an "outstanding job during 1973 in cadet recruiting, retention and fulfillment of cadet achievement contracts."

The unit will receive use of the wing's Cessna 150 aircraft during July for cadet orientation rides and student instruction. The aircraft is loaned to the top unit in the wing each year. Last year's winner was the Anderson Composite Squadron.

The Aiken Composite Squadron has placed second in the competition the last two years.

Police Orient Carolinians

WINSTON-SALEM, N.C. — Members of the Winston-Salem Composite Squadron were guests of the Winston-Salem police department recently for a familiarization program about police facilities, equipment and methodology.

Six seniors and 17 cadets participated in the orientation program which included a tour of the facilities of the Forsyth County Jail and the police department. The cadets received a ride in a police van. The seniors were assigned to patrol cars.

Police Capt. Frank Wilson and Police Lt. Steve Monk conducted the tour.

18 Tour Navy Destroyer

CLAYMONT, Del.—Eighteen cadets and seniors from the Wilmington (Delaware) Cadet Squadron were recently given a tour of the USS Rich, a U. S. Navy Destroyer.

The tour, conducted by Epsign J. M. Hayes, USN, gave the CAP group insight into the life aboard the destroyer. They were briefed on the communications, firepower and general duties of a destroyer.

The excursion was arranged by CAP 2d Lt. Alan Solomon, Wilmington Squadron Military Education Officer and a member of the U. S. Naval Reserve.

BOX SCORE

Seniors	34,354
Cadets	24,876
GAM	518
Total	59,748

(As of Feb. 28, 1974)
(926 decrease since Jan. 1, 1974)

SMILIN' JACK

AERO-ASTRO ANSWERS (27)

ON DEC. 1-1941--7 DAYS BEFORE PEARL HARBOR, CIVIL AIR PATROL BECAME AN OFFICIAL ORGANIZATION OF THE U.S. GOV'T!

SUPERSONIC SUE READS

LEADS BOMBS-AWAY

THESE SMALL PLANES WERE ARMED WITH DEPTH CHARGES AND BOMBS!

NC 22036

RUSTY

THESE VOLUNTEER CAP PILOTS FLEW OVER 24 MILLION MILES ON COASTAL ANTI-SUBMARINE PATROL--

--AND SPOTTED 173 SUBS DURING THE EARLY MONTHS OF WW II!

MOST MILITARY AIRPLANES, AVAILABLE AT THAT TIME, WERE VERY BUSY, OVERSEAS!

TODAY CAP, AN AUXILIARY OF THE U.S. AIR FORCE, INSTRUCTS CAP CADETS, ASSISTS WITH AIR SEARCH AND RESCUE ETC.

MANY CAP CADETS BECOME SPECIALISTS IN AMERICA'S AIR POWER AND SPACE-AGE EXPLORATIONS!

NEXT --- WHAT TYPE OF PLANE WAS THE "RED BARON" FLYING WHEN SHOT DOWN IN WW-1?

ASKED BY F. GEIGER-BAYONE N.J.

ZACK MOSLEY COL. CAP.

From The Commander

Use Airlift Resources Wisely

by Brig. Gen. Leslie J. Westberg, USAF
National Commander

With summer just around the corner, many of you are making long-range plans to participate in various CAP summer activities. Each year the CAP-USAFA staff, selected CAP members, and USAFA Reservists jointly plan and program these activities. I am pleased to report that this year's schedule is once again a very good one. The majority of the hurdles have been cleared. The single remaining obstacle is transportation, or more specifically-military airlift.

The reduction in the number of flying hours allocated to Air Force units is the primary limiting factor. As an example, the flying time allocation for our USAFA-CAP region-assigned T-29s has been cut nearly in half. This also reduces airlift capability by a similar amount. Other Air Force units that previously provided airlift support to CAP have undergone similar reductions and have informed our LOs that such support will be extremely limited in the future. There appears to be no



real relief in sight for the immediate future.

The dilemma created by this flying time reduction can be traced to several factors. The most current is the energy crisis. Aviation fuel is distilled from the same crude oil supplies as your automotive fuel and most of you need not be reminded of the automobile gas shortage. When the fuel supply was reduced, our flying time also had to be reduced. Furthermore, the Air Force has been deeply involved in a fund-saving austerity program. This resulted in a substantial reduction in active duty aircraft and aircrew manning.

Since there are less aircraft and aircrews, fewer flying hours were allocated to maintain pilot proficiency. So there in a nutshell lies our problem. It is real, it exists now, and shows no signs of getting better. We will have to live with it.

How? This is probably the most perplexing question we face today. First of all, I want to assure you that each of our liaison officers are expending the maximum effort possible to obtain required airlift support. You can contribute directly to this effort by making maximum utilization of all airlift. When air-

lift is available, use it. Do not request airlift support unless you absolutely need it and can fill the available seating space in the aircraft. Make definite travel plans and adhere to them. No-shows for scheduled airlift are embarrassing, prevent others from using the airlift, and make it difficult to obtain airlift from the same unit another time.

I will emphasize one more point. All CAP members traveling on military aircraft must be on official CAP business. Simply being a CAP member does not authorize you to ride in military aircraft. You must meet the provisions of CAPR 76-1. The decrease in airlift has made the remaining support missions highly visible and definitely open for criticism. Anytime you are questioned regarding your airlift eligibility, be sure you can fully justify the fact that you are conducting official CAP business. We must not abuse our remaining airlift resources.

As you can see from the preceding comments there is a distinct possibility that airlift will not be available to support all summer activities. My staff is currently formulating a plan to best utilize our

available resources. As a guideline for the airlift plan, liaison officers have been instructed to use the following listing to determine airlift priorities:

1. National Board Meeting
NEC Quarterly Meetings
National Staff College
Cadet Officer School
2. National Congress on Aerospace Education
3. Region Conferences
4. Summer Activities
5. Other CAP Support

Please keep these thoughts in mind when you plan your summer schedule. You may be faced with the decision to provide your own transportation to and from the activity sites. Also, very little back-up airlift may be available in case scheduled airlift does not materialize. Be fully prepared financially to defray any unforeseen transportation expenses. They may create a hardship for some personnel, but no suitable alternative exists.

Bear in mind that we are doing everything within our power to alleviate this problem. But until the present situation is resolved, let's all buckle down and try to make the best of our available airlift resources.

Chairman's Comments

TLC - The Lively Commander

by Brig. Gen. William M. Patterson, CAP
National Board Chairman

ANYONE WHO LOVES WORK CAN HAVE A HECKUVA TIME AROUND HERE.

I'm sure most of you are familiar with this sign. It's been around a long time but it was not until one night last Summer that I saw the message and the meaning clearly demonstrated. It happened while making an unannounced visit to one of our squadrons on meeting night. The sign was the first thing I noticed on the commander's desk. I made a mental note to suggest something perhaps more inspirational.

Four hours later—over a final cup of coffee—I was convinced that the sign was not only proper and fitting...but also right on target. From eight 'til midnight I marveled at the patience, stamina and knowledge of this dedicated guy. He'd been on his feet since dawn and still insisted on driving me to my hotel. This was TLC personified...The Lively Commander.

We've always known that the squadron commander is the key element in our personnel structure. Similarly, we have long accepted the fact that the success—or failure—of Civil Air Patrol is directly proportionate to the performance of the more than 1600 squadrons which they command.

Not at National!
Not a Region!
Not at Wing!



It is in our grass root squadron that the job gets done; the mission fulfilled; and the future of our organization determined. This is where theory, plans and hopes are solidified by hard work into deeds, facts and progress. The rest of us—from the Wings and Regions all the way to the Pentagon—have just one overriding objective: Help the squadron commander and his people get the job done.

NEW TOOLS

That's why we updated, consolidated and refined CAPP 50, Squadron Commander's Handbook. This extensive publication encompasses all that a squadron commander needs to keep his unit rolling. Sure it's bulky. It has to be...contains everything but the aspirin for his

headaches. Fiscal, legal, safety, SAR, CD, personnel, supply, communications or you name it.

Realizing that our squadron commanders should be—must be—highly mobile and can't carry the manual with them, we developed the pocket Squadron Commander's Guide, CAPP 51. This handy, ready reference compresses his day-to-day data into a personalized, wallet-sized secretary.

We're pretty happy with these functional aids and I am certainly grateful for the many thanks/compliments received from field commanders. But that hot night last summer in an old, fan-cooled (!!!) World War II building convinced me that something is still

missing. We've got to do more in telling everyone—in and out of Civil Air Patrol—about these hundreds of men and women who have the toughest job of all.

A ZIPPY PRODUCTION

What I'd like to do is produce a full-length motion picture depicting the life of a CAP Squadron Commander. Since we can't send a million bucks and Hollywood won't, we're producing our own slide feature. This will be the last prong in our senior training program.

It will show a typical day in the life of a typical commander—in and out of his uniform. There will be about 45 slides—but the entire thing zips past in about 15 minutes. In fact, most of the action is clicked off so swiftly that the stills seem to be moving. There's absolutely nothing static or slow motioned about this presentation. It tells the story of a lively commander in a lively manner.

This training kit is on the books now. With final script approval and a shooting schedule established, we should be in production by Summer. We're shooting for an early Fall distribution of slides and narration to the field.

This is another first for Civil Air Patrol. This project—although technically a training kit for recruiting and orienting new squadron commanders—does much more.

—It tells all of those who are now in the hot seat that we know how tough their job is.

...And how very grateful we are to each of them.

CIVIL AIR PATROL NEWS

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Squadron Hears About Drugs

WINSTON-SALEM, N. C. — Members of the Winston-Salem Composite Squadron were recently given a detailed briefing on drug abuse. The briefing was part of a first aid and personal safety course conducted at the Forsyth Chapter of the American Red Cross.

The training included a film entitled Drug Decision and a drug discussion conducted by a narcotics officer from the Winston-Salem police department.

The effects of drugs was discussed with CAP members by a registered pharmacist.

The first aid training is offered to senior and cadet members of the squadron in preparation for emergency services and disaster relief activities. It is also part of the unit's personal safety programs.

Participation in the Red Cross's new standard first aid and personal safety course includes 16 hours of training and practice.



HANDS TELL IT ALL — A narcotics officer from the Winston-Salem Police Department shows Cadets Frank Gregory III (left) and Bob Youngquist what marijuana looks like after it is burned. The demonstration was recently conducted as part of a program on drugs during the squadron's first aid course. (Photo by CAP Lt. Col. H. Nelson)

Teenager Demonstrates His Life Saving Ability

EVERETT, Wash. — On two recent occasions, a 14-year-old Civil Air Patrol Cadet from the Paine Field Composite Squadron demonstrated his ability to perform in emergency situations.

Matthew Selland was present when a house was on fire in his community. His

assistance was requested by a fireman who recognized him as a CAP member. A fireman had been overcome by smoke in the house and Matt assisted in removing him from danger.

A few days later, he was on the scene at an automobile accident where a lady was trapped inside the car. He was asked to help a policeman get to the injured woman.

Matt entered the auto through a window and administered first aid to the victim who had a large cut on her forehead.

Selland has been in CAP for one year. He received a letter of appreciation from the fire-department for his actions.

Nelson Is New FAA Counselor

WINSTON-SALEM, N.C. — CAP Lt. Col. Holli Nelson of the Winston-Salem Composite Squadron was recently appointed an Accident Prevention Counselor by the Federal Aviation Administration.

A counselor is the FAA's local agent for the accident prevention program.

His duties will include correction of the unsafe flying practices he observes, plus giving courtesy check flights to pilots desiring them. He also recommends training to correct any unsafe habits.

Lt. Colonel Nelson is a flight instructor active in the Winston-Salem Squadron cadet flight training program.

He also serves as the Director of the North Carolina Wing's senior program and is a Wing check pilot.

Pilot Neglect Causes Costly Air Search

ANCHORAGE, Alaska — An Emergency Locator Transmitter (ELT) that was inadvertently dropped from an aircraft on Mt. Susitna was responsible for a costly search recently conducted by Civil Air Patrol and the Army National Guard.

When the ELT signal was reported, CAP sent their aircraft, along with a National Guard helicopter, to the site 80 miles west of Anchorage.

Due to turbulent winds and driving snow, they were unable to land or search in the immediate vicinity of the beacon signal.

When a passing aircraft spotted a light in the vicinity of the search, it was decided to send out an aircraft to drop flares.

After several flares were dropped, the searchers determined that the light did not come from the pin-pointed location of the signal and decided to continue the search at dawn.

The following morning a pilot heard of the search on radio. He notified the agencies that he had dropped an ELT in the search area. Turbulence over Mt. Susitna had blown out the window of his plane to which his ELT was attached.

He thought that the ELT had been destroyed by the fall. However, it landed in the soft snow and began to transmit an emergency signal.

Had the pilot reported the loss upon landing, more than \$4,000 in materials could have been saved. This figure does not include the risk of life and limb during the search due to adverse weather conditions.

This episode should be a lesson for all pilots to mount their ELT's on the interior of the aircraft where they will not fall off in flight.

ELT Found In 3 Minutes

ORLANDO, Fla. — Try and top this one. Four members of the Howard Showalter Senior Squadron (Florida Wing) set a new record for locating a signalling emergency locator transmitter (ELT).

WO Harry Lipscomb, 2d Lt. Richard White and Senior Members Nail Handley and Dennis White turned on their receivers to 121.5 during a preflight of their aircraft and picked up the signal.

They physically moved the aircraft around to locate the source of the signal and found it coming from a nearby hangar.

They went to the hangar and informed the owners of the ELT that it was broadcasting. Total time from discovery of the signal to its location and shut off was three minutes.

'Quick Thinker' Gets Water

MEMPHIS, Tenn. — When the water main burst at the Maury County Hospital recently, CAP Maj. Irvin Howell, commander of the Maury County Squadron, had a quick solution.

He arranged to have a tanker filled with 5,700 gallons of water hooked up to the water supply. The hospital was then able to keep their boilers in operation and maintain heat throughout the hospital. The tanker belonged to the Dairy Transport Company.

Major Howell received a letter of appreciation for his efforts from Jon C. Trezona, acting director of Hospital Administration.

+1



For the benefit of all members of Civil Air Patrol, the latest statistics of search and rescue activities throughout the organization are shown below.

These are unofficial figures compiled by Directorate of Operations at CAP National Headquarters.

(As of Mar. 17, 1974)

Number of Missions	65
Number of Aircrafts	977
Number of Sorties	1,710
Flying Hours	2,884
Personnel	4,826
Mobile Radios	873
Fixed Radios	861
Saves	13
SAR Objectives located	28

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Cadets Honored For Saving Others

ANAHEIM, Calif.—Two Simi Valley Civil Air Patrol cadets were recognized here recently for saving the lives of others — one for saving the life of his own father.

Larry Condon and Todd Bradish were presented American Red Cross life saving awards. Cadet Condon was also given the CAP Bronze Medal of Valor. Both young men are members of the Simi Valley Cadet Squadron 59.

Both the CAP and the Red Cross recognition for Condon came as the result of an incident on Feb. 14, 1973. According to the citation, the young man "distinguished himself by conspicuous heroic action by risking his own life to save others."

Traveling along the San Diego Freeway with his mother in the car, Condon saw a vehicle ahead plunge over the embankment and turn turtle. The youth immediately pulled off the shoulder, told his mother to go to a call box and notify the California Highway Patrol while he went to the aid of the stricken vehicle.

"Neither of them," the citation continued, "could turn the ignition off or unfasten their seatbelts and the odor of leaking gas was beginning to permeate the car. With complete disregard for his own personal safety, he reached into the car and shut off the headlights and ignition. He then managed to unfasten the seat belts and assist the two women out of their car and up the embankment away from the dangerous and potentially explosive situation."

According to Dr. Bonaventure F. Eng of Granada Hills Community Hospital, George Bradish, father of young Todd, is alive today due to the quick thinking and effective action of his son.

"On August 19, 1973," Doctor Eng said in recommending the cadet for the Red Cross award, "Mister Bradish was working in the attic of his house. He accidentally handled a worn electric power line. Besides sustaining severe burns to his hands and chest at the point of contact with the power line, Mister Bradish apparently had a cardiac arrest. He fell and appeared to be in an unconscious state."

"Luckily for Mister Bradish, his fourteen-year-old son Todd was near by. As soon as Todd found his father unconscious and without pulse, he realized that his heart had stopped beating. Young Todd immediately started mouth-to-mouth breathing and external cardiac massage. These emergency steps initiated by young Todd undoubtedly saved his father's life."

"In cardiac arrest," Doctor Eng added, "the first few minutes are critical. Young Todd Bradish had received first aid training in the Red Cross/Civil Air Patrol cadet's program. The proper first aid steps taken by Todd at the critical moment proved to be life saving."



WINNERS ALL — Maj. Gen. Evelle J. Younger, USAFR (second from right), who in civilian life is attorney general of California, is joined by others who received awards at the California Wing Conference recently. From left to right are Cadet Maj. Winona Jones of Squadron 63 — outstanding cadet of the year; Lt. Pat Smith, commander of Squadron 63 — outstanding cadet unit of the year; General Younger — California Wing's "Distinguished Citizen for 1973"; and Maj. Barbara Ferguson — outstanding senior member of the year.

AFA Forms Unique Unit

MONUMENT, Colo. — A new and unique cadet squadron was recently chartered at the Air Force Academy to provide aerospace activities for youth in the northern portion of the Pikes Peak region.

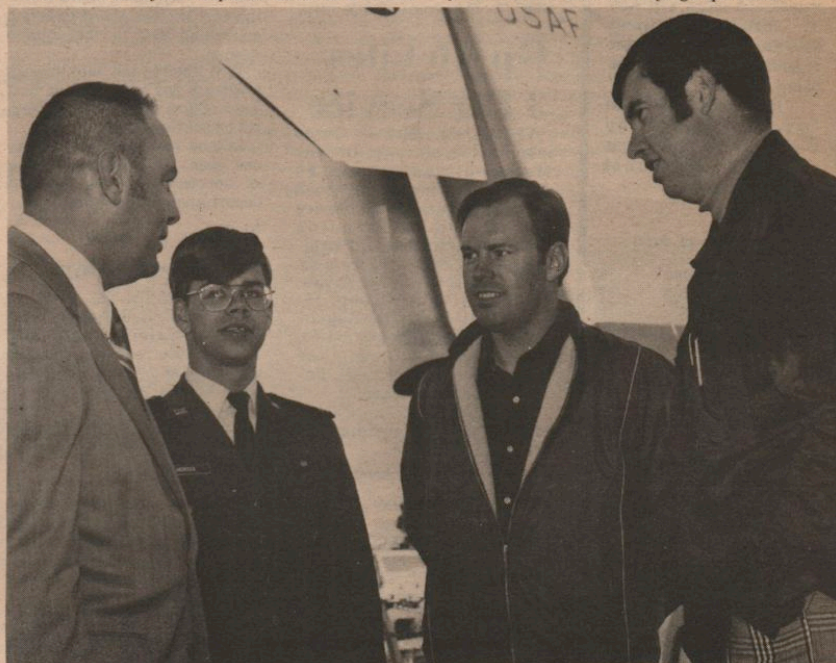
Commander of the new unit — Falcon Cadet Squadron — is Maj. Leo Kimminau, USAF Retired. He is assisted by Capt. Robert Barnes, USAFR, Lt. Ron DeCurtins, USAF, and Academy Cadet Robert Hickcox.

Major Kimminau was the USAF-CAP liaison officer for the Nebraska Wing prior to his retirement last year. Captain Barnes is a former

CAP cadet from the California Wing and has nearly 2,000 hours as a Air Force instructor pilot.

Lieutenant DeCurtins is an instructor pilot in the Academy cadet T-41 flying program while Cadet Hickcox is cadet-in-charge of the CAP club composed of former CAP cadets who are now enrolled at the Academy.

These four men form the nucleus of an organization that has already attracted several additional active, reserve and retired military personnel with extensive flying experience.



FORM AFA UNIT — Key figures in the organization of a Civil Air Patrol unit for seniors and cadets at the U. S. Air Force Academy, Colo., are from left, Leo Kimminau of Monument; AFA Cadet Robert Hickcox; Ron De Curtins of the Academy staff; and Bob Barnes of Monument.

Facts to Paste in Your Hat

The Senate Appropriations Committee has summarized some truths about defense spending and its relation to other government costs. Main points are:

- In Fiscal 1964, defense absorbed 42.8 percent of federal outlays. The figure for Fiscal 1974 is 29.4 percent.

- Over the past decade, government costs have gone up 127 percent. Defense costs have gone up fifty-seven percent. As a percentage of total outlays, they have gone down thirteen percent.

- If we separate the costs of defense from the costs of the rest of government, the fifty-seven percent increase in defense compares with a 176 percent increase in costs for all other activity.

- Twenty years ago, defense spending was double that of all other federal agencies. Today, the other agencies spend more than twice what the Pentagon spends.

- Twenty years ago, defense spending was double that of all state and local governments combined. Today, the situation is reversed.

- Twenty years ago, about forty-nine cents out of every tax dollar—federal, state, and local—went for defense. Today, the figure is nineteen cents.

- Twenty years ago, total defense manpower was nearly equal to all other public employment—federal, state, and local—combined. Today, such other public employment exceeds defense manpower by nearly four to one.

- Defense spending, for the first time in American history, is today below prewar levels in terms of what the dollar will buy. That is true either after or during a war.

- The committee conclusion:

1. The defense budget does not dominate public spending.

2. The defense budget is not the primary cause of the high cost of government.

3. The defense budget has not deprived human resources programs of needed funds.

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Minnesota Unit Holds Annual Fishing Derby



THIS ONE POUND THREE OUNCE CATCH NETTED CLARK VANASSE A BICYCLE. HE TOOK FIRST PLACE IN HIS DIVISION.

BEMIDJI, Minn. — Several hundred anglers recently took to the ice for some fishing when the Bemidji Composite Squadron held their 7th annual Ice Fishing Derby.

The CAP members cut some 700 holes in the ice. All the contestants who took part in the fun and fishing had a chance to win over \$1,500 in prizes.

The prizes included a snowmobile, a tent, a TV, an outboard motor, a bicycle and a sled.

The donations taken at the derby will be used for the maintenance and upkeep of the squadron's aircraft.



EVEN THE YOUNGSTERS TRIED THEIR HAND DURING THE CAP FISHING DERBY.



Photos by Jerry Dogget,
Bemidji Pioneer Press
Photographer.

RANDY KLASSEN PROUDLY DISPLAYS THE FOUR POUND EELPOUT HE CAUGHT TO WIN A NEW OUTBOARD MOTOR.



THIS CANINE ANGLER TAKES A 'COOL DRINK' FROM A FISHING HOLE.



EQUIPMENT CHECK—
Cadet MSgt. Freddie Anderson, Col. J. A. Vozzo and Cadet MSgt. Brian Schmidt



DRESS RIGHT DRESS
Mississippi Cadets Prepare For Inspection



'KNOT' THAT WAY—
Army ROTC Cadet Sgt. Eddy Whit, Cadets Peter Vozzo, Bill Christian and Darrell McAllister

Training Has Dual Purpose

Leadership by example would best describe a recent ranger training exercise for 13 cadets and 2 seniors of the Mississippi Wing.

Col. J. A. Vozzo, wing commander, was one of the seniors who was going through the same training as the other 14, at Camp Estes.

Camp Estes, named for CAP Lt. Col. Fred Estes, transportation officer of the Mississippi Wing, is comprised of more than 300 acres of woodland and open fields, with the Big Black River running through it. Colonel Estes owns the land and has agreed to let the wing use it for ranger training.

The training is patterned after the Pennsylvania Wing Ranger School. U. S. Army Maj. James T. Price leads a group of Army Special Forces from the Mississippi State University ROTC detachment which provides guidance and instructions for the exercise.

Some of the training received during the four 2-day periods include instructions on how to pitch an overnight shelter; knot tying; prevention, recognition and care of frost bite, heat exhaustion, sun stroke and snake bite. In addition, they also are taught map reading and fire building techniques.

Commenting on the training, Colonel Vozzo said, "It has a two-fold purpose. First, it prepares our members for land search and rescue activities and equally important, it acts as a retention/recruiting tool."

He explained, "We select those members who have shown an interest in CAP and hopefully they will act as a cadre of recruiters for other members of their unit."

The next class, consisting of 16 cadets from throughout the state, is scheduled to begin in May.



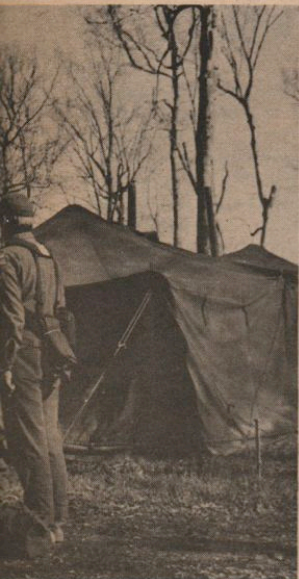
COMMUNICATIONS TRAINING—
Cadet Michael Russell, Maj. James T. Price, U.S. Army, and Cadet Willie Anderson



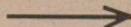
UP A TREE



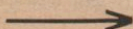
WHILE
Cadet Michael Russell, Maj. James T. Price, U.S. Army, and Cadet Willie Anderson



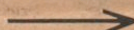
OBSTACLE COURSE—
Cadet Michael Russell, Col.
J.A. Vozzo and Cadet MSgt.
Freddie Anderson



AT ROPE'S END—
Cadet MSgt. Freddie Anderson.



A LONG HAUL—
Army ROTC Cadet Maj. Wells
and Cadet MSgt. Freddie Anderson



WAY NOW??
Price, U. S. Army, and Cadet Turner Luttrell



COFFEE BREAK—
Cadet Sgt. Bill Christian

Photos by MSgt.
Russ Brown

Medication And Flying

by Lt. Col. Sidney W. Raymond, CAP
Medical Officer
Illinois Wing

After many years of examining applicants for Airman Certificates, I find the most common reason for being unable to issue them is the use of medication. Often the "over the counter" purchase, when used by the flyer, can be a real hazard in the air.

Almost all medication used on prescription is contra-indicated; it may not be the medication itself but the condition for which it is prescribed.

The victim of the common cold is better off not to fly, if the symptoms are pronounced. The use of remedies which contain an antihistamine can cause drowsiness and blurring of vision.

Simple inhalers may contain drugs which raise the blood pressure or cause over stimulation.

Cough medicines may contain a derivative of opium, an antihistamine, or both and are apt to produce drowsiness. These effects are increased by the reduction of oxygen at altitude.

They can add as much as 5,000 feet over the airplane's altitude to your body's physiological requirements. They may cause dizziness, blurring of vision, or headache. The airman may not recognize the onset of drowsiness.

Antimotion sickness pills are frequently used by persons planning air trips as passengers. These must never be used by an airman. They usually contain antihistamines and may produce a sound slumber.

Needless to say, sleeping pills are not to be taken.

Allergy, hayfever, and asthma remedies in general fall into the soporifics or sleep

producing drugs, usually the antihistamines. In these, the action is much stronger and longer lasting.

So far, we have considered only the commonly used medications apt to produce sleep, drowsiness and irritability. Another group to be avoided are the weight control and appetite destroying medications which may be used by the overweight. These fall into two groups.

Group one are those designed to reduce or inhibit the appetite. These are usually based on Amphetamine, also known as Benzedrine or "Bennies." These, in addition to habituation, cause wakefulness, nervousness and impaired judgement.

The second group is based on speeding up metabolism, that is the rate of burning up food by the body. Thyroid extract is the best known representative of this group. While it is not contraindicated in under-active thyroid glands, its use otherwise is taboo; it also causes nervousness, sleeplessness and weakness.

How long after use of these various drugs should an airman remain grounded? Usually 24 hours is sufficient but after the thyroid medications, a period of 48 hours should elapse.

What should an airman do to find out about the medication being used? A call to any FAA designated Aviation Medical Examiner (AME) or the General Aviation District Office (GADO) will usually get a prompt answer.

Unfortunately, physicians who are not intimately connected with flying are not always able to give an authoritative answer.

When in doubt, do not exercise the privileges of your Airman Certificate. you may lose your license or your life.



ON TV — CAP Col. Frank L. Swaim, commander of the Rocky Mountain Region, discusses Civil Air Patrol with Miss Rosemary (Barney) Barnwell on her TV show "Area 4" in Denver, Colo. During the recent program, Colonel Swaim explained CAP's cadet and aerospace education programs and spoke on flight safety in the Rocky Mountain Region. He also displayed an electronic locator transmitter (ELT) and related its importance to general aviation.

Cadets Recruit At School

BETHESDA, MD. — The Bethesda-Chevy Chase Cadet Squadron (Maryland Wing) recently held a recruiting drive at the Cabin John Junior High School in Potomac, Md.

Cadets 2d Lt. Gary Seale, Sgt. Margaret Ross, 2d Lt. Max Wepasnick and MSgt. Danny Hall participated in the drive. They talked with many students on the CAP Cadet program and what it has to offer.

The students were also invited to attend the next squadron meeting.

Pa. Unit Starts School

YORK, Pa. — The York Composite Squadron 301 recently started an aerial navigation school for cadets and seniors.

The school, conducted by CAP Lt. William Thompson, deals with map reading and aerial navigation. The students also prepare flight plans and request weather reports and other vital information for their flight as part of the classroom work.

Cadet Halcin In Contest Finals

MINNETONKA, Minn. — Cadet Cynthia Halcin of the Viking Squadron was recently selected as one of the 35 national finalists in the Miss Teenage America Contest.

CAP Honors Va. Trooper

STAUNTON, Va. — Trooper George Calo of the Virginia State Police was recently presented a Civil Air Patrol Certificate of Appreciation by CAP Col. Earl T. Van Stavern, Middle East Region chief of staff.

Galo was presented the certificate for his efforts in helping CAP locate a crash site in western Augusta County.

He flew his helicopter in adverse weather conditions to the scene when heavy fog hampered CAP aircraft.

CAP Maj. Keith Burnett of the Augusta Squadron flew on the mission as a observer and he was awarded a "find" ribbon.

The presentations were made during open house activities held at the squadron.

Texas Unit Aids

B-36 Restoration

BEDFORD, Tex. — The Museum of Aviation Group located at the Ft. Worth-Dallas Airport has acquired the loan of a B-36J Peacemaker Bomber from the Air Force Museum. Members of the Mid-Cities Composite Squadron will help them restore it.

Plans by the group now include disassembling the old bomber and transferring it to the new museum site.

The plane will be restored to allow present and future generations to see this giant bomber that never fired a shot or dropped a bomb in anger.

Whistling In The Dark

by Chaplain (Maj.) Kenneth W. Henschel, USAF

Christians for many centuries have met each other on Easter morning with the antiphonal greeting: "He is risen! He is risen indeed!" This may sound like whistling in the dark, but it is a reminder that the Lord Jesus is alive. He lives, with grace to sustain in time of need.

Yet we wonder if it is really true — this story about the resurrection of Jesus. We would like to believe that it really happened the way the Gospels record the event, and still there is whistling in the dark recesses of our minds. Those doubts come, do they not? The Easter good news of the empty tomb is heard again, but those whistles are also heard. Is it myth? Was it hallucination? Or is it bona fide history?

The Lord Jesus died. Nothing is more real or human than that. He died without bitterness or recrimination. His men were always impressed by the way He died, as a sheep led to the slaughter, not opening His mouth. Nothing is more divine than that.

He died, not for Himself, but for us! That's what He said He would do, and He did! There is nothing good about us, but still He died for us. He, too, whistled in the dark at times, wondering if He could do all that. He asked the Father if that bitter cup of the cross could be removed from His

distined lot.

When we whistle in the dark about the future, when we are plagued by cynicism and despair, when we wonder if there is any light in this dark and troubled world, then let this fact come home to you: He died for us, He did! He did so willingly, because He loved us and still loves us.

And for all of that, God raised Him from the dead. Can't you see those women on that Sunday morning, whistling in the dark? How those disciples hoped against hope that those stories about grave clothes and the stone were really true!

Well, their whistling stopped a few hours later when they saw Him. They became convinced that this Jesus was the Son of God with power. They said to their world: "Jesus is Lord! He is risen! He is risen indeed!" They told others to trust Him, even with their little daily lives.

Trust Him, my friend. Don't ever forget Him, because He has not forgotten you. He is Lord, and His lordly power watches over you. The witness of those first eyewitnesses is a sure record. The history of the Christian Church is a firm testimony to His resurrection. His own Spirit at work in your heart is the ultimate testimony that He lives.

And if He lives, then you, too, shall live — eternally, which ought to stop all that whistling in the dark.



B-36 PEACEMAKER





RESERVE PARKING — Cadets Mike Peters (left) and Bob Scoggin work on their squadron's new "high and dry" parking space for the unit's T-41 aircraft. Cadets and senior members of the Winston Salem Squadron (North Carolina Wing), recently undertook this project which will connect directly with the ramp area and provide a solid walk way from their headquarters to the aircraft. (Photo by CAP Lt. Col. H. Nelson)

60 Attend Daylong Seminar

GRAND PRAIRIE, Tex.—Texas Wing's Crusader Composite Squadron recently hosted a one day communications seminar with 60 cadets attending.

The seminar was conducted in two sessions. One a classroom period and the other an on-the-air radio net session.

The classroom portion was orientated toward teaching the radio operators how to perform their job more efficiently through proper message make-up and speedy and accurate delivery.

Information covered in the classroom was graphically reinforced through the on-the-air radio net where messages were both originated and passed.

According to CAP Capt. Ron Blackwell, coordinator for the course, "once these cadets teach this material to the operators in their home squadrons, Texas communications should show a real improvement."

4 Receive Honors At Banquet

DAYTONA BEACH, Fla. — Four members of the Daytona Beach Composite Squadron (Florida Wing) were honored recently during a unit awards banquet.

Maj. Merritt Powell was presented a special plaque for his services to the squadron. He had served as squadron commander for seven years prior to resigning last year.

Cadet Sgt. Cathy McClancy was honored as the squadron's Cadet of the Year while Cadets Sgt. Bob McGovern and Chuck Vola were each presented with a trophy as most dependable cadets of the year.

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Warning!

Watch Out For 'Gas'

MAXWELL AFB, Ala. — With the ongoing fuel shortage and a movement by some oil companies to discontinue production of 80/87 octane aviation fuel, there is the possibility of the proper grade of fuel not being available at some airports. Therefore, we are confronted with two potential problems — the temptation to use automotive fuel and the proper use of alternate aviation fuel.

The difference in the properties and chemical composition of automotive gasoline and aviation gasoline make automotive fuels unsafe for use in aircraft engines. The main differences between automotive and aircraft fuels are:

a. Automotive fuels have a wider distillation range than aircraft fuel and promote poor distribution of the high anti-knock components of the fuel. (Octane rating is one measure of a fuel's anti-knock qualities.) Also, the octane rating of automotive and aircraft fuels are not comparable due to the different methods used to rate the two fuels. This results in an appreciable difference in actual anti-knock ratings for the two types of fuel, even though they may have the same octane number. Such differences can lead to destructive preignition and/or uncontrollable detonation in the cylinders.

b. Automotive fuels are more volatile and tend to erupt into violent action such as uncontrollable detonation. Also, the greater volatility increases fire hazards. The higher vapor pressures of auto fuel can lead to vapor lock.

c. Tetraethyl lead in automotive fuels contains an excess of chlorine and bromine. Aviation fuels contain only chemically corrected amounts of bromine. Chlorine is very corrosive and could lead to exhaust valve failure if used in aircraft engines.

d. Automotive fuels have solvent characteristics not suitable for aircraft engines. This can cause deterioration of gaskets, seals, and fuel lines.

e. Automotive fuels can form gum deposits in aircraft engines. Automobile engines have built-in tolerances to accommodate this. Aircraft engines do not.

ALTERNATE AVGAS

If you must use alternate AVGAS, follow the engine manufacturer's recommendations at all times. In general, the following should be considered when using an alternate fuel:

a. If the recommended fuel is not available and the aircraft must be operated, the next higher grade should be used. Under no circumstances should you use a lower grade fuel. A lower octane fuel than recommended can cause preignition, and in turn, loss of power and, eventually, engine failure.

b. Some manufacturers permit the unrestricted use of the next higher grade of fuel in engines approved for 80/87 octane. Other manufacturers restrict its use to 25% of the operating time. Lead deposits will form when using higher octane fuel. In the older vintage engines, built with solid stem exhaust valves and bronze valve guides, these deposits can cause valve erosion and accelerated valve wear. Check the manufacturer's service representative if you have a

question.

c. If higher than recommended fuel is used for a long period of time, more frequent inspection of the combustion chamber components is required.

d. When operating with higher octane fuels, keep fuel flow on the rich side of normal lean at cruise power. This will counteract the effects of increased combustion chamber deposits.

For further information, read DOT/FAA Advisory Circular 91-33, "Use of Alternate Grades of Aviation Gasoline for Grade 80/87," and Advisory Circular 20-K, "Danger: Automotive Gasoline at Work." These publications are free and available from: Department of Transportation, Distribution Unit, TAD 484.3, Washington, D.C., 20590.

Are You Weatherwise?

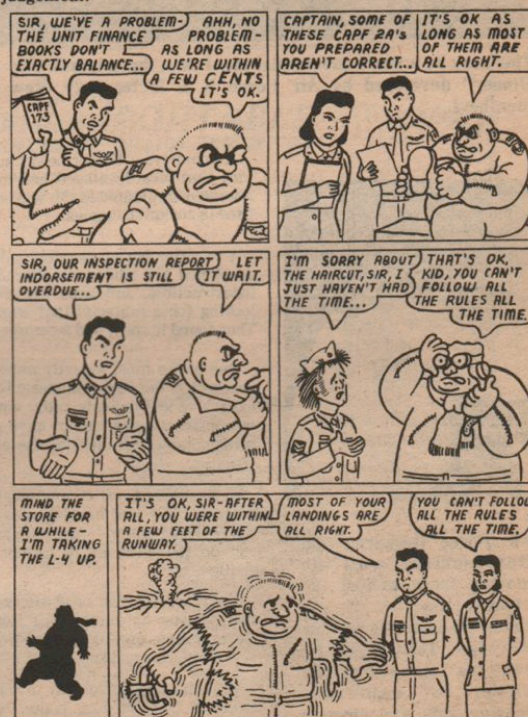
In the February issue of the Civil Air Patrol NEWS, we reviewed aviation weather forecasts and advisors that are available to the pilot. Thanks to 1st Lt. Ted Lungwitz of the Thunderbird Senior Squadron (Colorado Wing), the following changes to the issue and valid times of forecasts were brought to our attention.

"Aviation Area Forecasts (FA)...These FA's are now prepared every 12 hours and are valid for 18 hours. Also, at the current time, Airmets and Sigmet are issued as needed for icing, turbulence, etc."

"Aviation Terminal Forecasts (FT) are issued every 12 hours and are valid for 24 hours. Note that these selected FT's are now all 24 hours forecasts; where previously some were 12 hour terminals and some were 24 hour terminals. Previously, these FT's gave forecasted ceilings, visibilities, etc., for the complete period. Since the change last year, these FT's now give forecasted data for the first 12 hours and the last 12 hours contain only the notation: VFR, MVFR and IFR, to indicate visual flight rules, marginal visual flight rules or instrument flight rules. These three notations agree with the standard rules."

Lieutenant Lungwitz also pointed out that it will aid the weather briefer if you include your aircraft call sign or numbers in your request for weather information.

In checking these forecasts out, we found that many people were not aware of these changes in preparation and valid times. It pays to know how current the information is that you are using. The weathermen do their best to provide an accurate picture of climatic conditions, but the decision to go is yours, based on your judgement.



Contributed by Lt. Col. A. R. Creighton, CAP, Michigan Wing

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— — They Benefit All

What would you do with \$3,000,000,000? To phrase the question another way, what couldn't you do with this amount? That is what is being spent this fiscal year (ending June 30, 1974) on research and development for the U.S. Air Force.

The number one mission of the Air Force, is to preserve the peace and security of the United States. The Air Force Systems Command (AFSC) is the agency responsible for advancing the aerospace technology needed to support the Air Force mission. What they do with these billions is of vital interest to all Americans, especially taxpayers.

Even though this figure represents only six or seven percent of the total budget for the Department of Defense for FY '74, it is a heck of a lot of money. Civil Air Patrol members, as well as Air Force personnel, should do their best to assure that the American public knows what its money buys. Even more, that the public knows about the additional dividends it gets for this money.

The "dividends" of Air Force Research and Development (R&D) are called "spinoffs." A "spinoff" is a by-product of aerospace technology that can have a direct impact on the civilian economy. More simply stated, "spinoffs" can mean jobs, higher standards of living, and better health and safety benefits for all Americans.

Some R&D spinoffs have become so much a part of our daily routine that you probably don't recognize them as such. Yet, they make your family's and your neighbor's lives more than livable.

LIKE WHAT?

Like food, for example. Have you ever eaten a meal that was prepared all or in part with frozen meat or vegetables? The original TV-Dinner was developed during World War II to feed B-29 bomber crew members. The frozen food industry has grown some since then.

You may have shaved that handsome face this morning with a razor blade that has a "special cutting edge". Your close shave, and any resulting nicks, are the result of a thin film sputtering technique developed as a metal processing refinement by the Air Force.

Oh, did your wife cook your dinner last night using ceramic cookware that doesn't burn, change color or crack under temperature changes? The cookware your wife can't do without was originally an

intercontinental ballistic missile nose cone. The odds are your neighbor's wife also has a nose cone in her kitchen and doesn't even know it.

The nickel-cadmium battery your brother uses to power his electric wristwatch was first developed for the Air Force. Your aunt's hearing aid and your camera may also depend on the same type of battery.

Do you smoke a pipe? There are pipes on the market now that smoke cooler and last longer than natural briar pipes. They are made from the highly heat resistant, compressed carbon lining developed from rocket propulsion fuel cases. That may not impress most smokers. They are just glad to have a pipe that smokes cooler and draws easier.

If you drive a 1972 or newer automobile, you may be overlooking an idea that was developed and implemented by the Air Force. Radio antennas implanted in the windshield glass was originally a technique used in cockpit canopies.

A vacation isn't a vacation without luggage. Air Force laboratories developed the silicone-impregnated plastics used to make the new, indestructible, suitcases and clothing bags. The researchers were looking for a material that was light in weight and strong as steel. They found it and it had a commercial application.

One of the most visually impressive developments from Air Force research is the Rigid Geodesic Radome. Originally designed to shelter expensive and delicate radar equipment from the elements, this type of construction proved to have great strength and permanence. The most notable commercial use of this technique is the Astrodome in Houston.

A vast area of communications, third generation computers, compact TVs and hearing aids owe their existence to another Air Force development — the integrated circuit. These electronic devices can do the work of 70 former components. The possibilities are endless.

Your next CAP air or ground search for a lost hunter or pilot may be made easier by another Air Force spinoff. Long lasting emergency flares based on Air Force developed technology may make your search shorter and successful.

A mortar-pocked runway in Southeast Asia is far removed from the street in front of your home. However, the need to quickly repair enemy damaged runways led the Air Force to the development of 'fast fix' cement. Civilian airport operators and highway construction



342 passengers, flying at 575 mph, expect quality flights on the Boeing 747 'Jumbo Jet.' An Air Force spinoff helps meet those expectations. A descendant of a sophisticated Air Force inertial guidance system provides the 747 greater flight accuracy at high operational altitudes and speeds.

crews can now patch faulty surfaces and have them open for traffic in less than an hour. The Air Force wasn't looking for a faster method to speed the movement of people and things in the United States; it just spunoff that way.

AVIATION ADVANCES

As mentioned, Spinoffs originate from research initiated for one major purpose — advancing aerospace technology for the U.S. Air Force. Some developments have had a very pronounced spinoff impact on civilian aviation. Consider the C-47 Skytrain, the Air Force's venerable "Gooney-Bird." The commercial version of this aircraft, the DC-3, was a direct spin-off of military R&D.

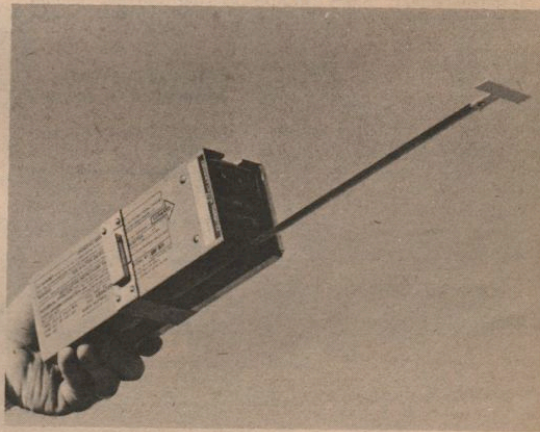
It is no surprise that you may notice a striking similarity between the Boeing 707 commercial jetliner and the Air Force's KC-135 Stratotanker. Commercial jet airliners became a reality based on the development and production of the KC-135 and the B-47 and B-52 strategic bombers. Also, jet airliners became economical and practical only after the development of Air Force jet engines, jet fuels, and lubricants which increase engine life.

A descendant of one of the Air Force's most sophisticated aircraft inertial guidance systems is now being used on the Boeing 747 'Jumbo Jet.' The device provides greater flight accuracy at the high altitudes and speeds at which the world's largest jet airliners operate. Additionally, the 'Jumbos' would require longer landing distances if it were not for the turbine engine thrust reverser and beryllium brake linings they use. Both were originally developed for the Air Force.

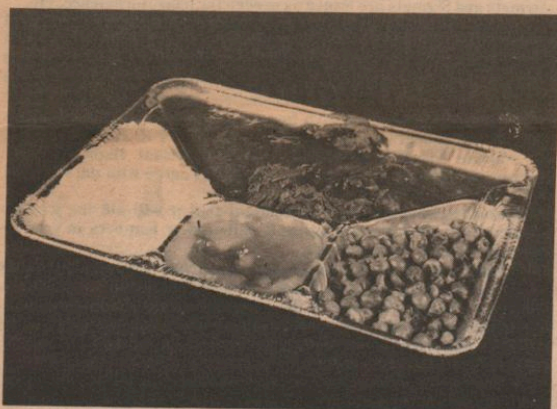
Commercial aircraft builders are making increased use of titanium, one of the strongest lightweight materials available for aircraft construction. The materials and manufacturing techniques of working with titanium were first developed for the Air Force.

The Air Force technology that aided in the rescue of downed pilots in Southeast Asia may already be impacting on CAP's SAR activities.

(See Spinoffs, Page 13)



ELTs (emergency locator transmitters) are impacting on CAP's search and rescue (SAR) activities. The circuitry in some of the civil aviation ELTs was originally developed by Air Force R & D for locator beacons used in Southeast Asia.



This may be a more substantial meal than the original "TV Dinner" developed by Air Force R & D for B-29 crew members.



Air Force Research and Development was the moving force behind the production of nickel cadmium batteries such as this one. Today, 'nickle-cad' batteries provide power for cameras, hearing aids and electric wrist watches.

SPINOFFS

(Continued From Page 12)

The URT-33 locator beacon was used in SEA to guide rescuers to the pilots. Circuitry based on the URT-33 is being used in some emergency locator transmitters (ELTs) for civil aviation.

Another spinoff of Air Force, and U.S. Army, R&D may extend the transmitting life of ELTs. Lithium anode batteries were developed for military liferaft strobe lights, and survival radios and beacons. Batteries similar to these are being used to power ELTs. The civilian manufacturers claim that the batteries give longer, more dependable, service and increased performance at low, subzero, temperatures. This is an important element in successful SAR activities.

Thousands of aircraft parts and special components, from "O" rings to sodium cooled valves to de-icing fluids for fuels, have been developed by Air Force programs. They are now standard items for commercial aircraft and even automobile manufacturers.

MEDICAL MARVELS

Unlike military equipment R&D programs which may have only a partial "spinoff" potential, new medical techniques and tools are immediately adaptable to civilian use. For example, Air Force aeromedical research centers developed electron beam microprobe analysis. This process is now being used for advanced biological tissue examination and diagnosis.

Sensor devices used to monitor pilot heartbeat, respiration, and other bodily functions were developed by the Air Force for the X-1, X-2, and X-15 flight programs and the early space environment experiments. These biosensors allow doctors and nurses in hospitals to monitor several patients at one time from a central location. The medical personnel thus have a constant observation and warning system.

An advanced version of this technique allows a doctor to work in his office and still maintain a check on a patient in his home. A special sensor is connected to the patient's telephone circuit. This spinoff may someday make medical care as easy as an area code.

Artificial heart and kidney machines have eased the suffering of many Americans. Several of the electrical and mechanical components in these machines were made possible by Air Force development projects. From these projects came the part miniaturization necessary to reduce the machines to a practical, more usable, size.

ECOLOGY

The Air Force was concerned about the environment long before it became fashionable. In 1965, the Bureau of Sports Fisheries and Wildlife of the Interior Department and the Air Force agreed to develop Air Force land intelligently. This program now embraces more than 6.5 million acres. An additional 600,000 acres have been incorporated into an effective forest management program.

Environmental pollution has been attacked on a broad front by the Air Force. Since the mid-60s, the Air Force has spent more than \$60 million for new and improved treatment facilities for industrial and sanitary wastes.

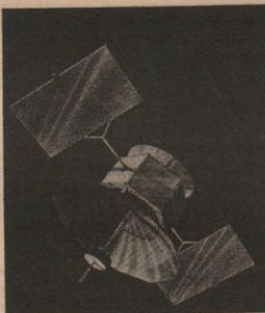
Has it helped? Every effort helps. Recently, the U.S. Air Force Academy at Colorado Springs became the first military installation to win an Environmental Protection Agency award for meritorious achievement. The academy was cited for its waste water treatment and water recycling programs.

Air Force R&D projects are also impacting in this area, especially air pollution. Technological advancements have made it possible to modify the jet engines on the C-5 and essentially eliminate smoke emissions. The beneficial implications for civilian jet aircraft are clear.

A spinoff of rocket propulsion technology may one day be used to eliminate solid air pollutants from industrial smoke stacks. The system is called the Charge-Droplet Scrubber.

Positively charged water droplets are injected into a smoke stack through a series of small tubes. As pollutants, such as ashes, are blown upward in the stack, they collide with the droplets which are moving downward toward the negatively charged walls of the stack. The droplets entrap the particles and wash them down the side of the stack into a drain. The residue can then be intelligently disposed of.

Another recent R&D development is a portable pollution detector. This device enables technicians to identify the measure both solid and



The extended solar cell panels are the main power source for this communications satellite. An Air Force R & D spinoff, solar cells are today being looked at as one answer to the energy crisis.

gaseous impurities. Initial tests indicate that the pollution detector may play an important role in man's efforts to understand and control pollutants better.

Clean air, water and land are good for everyone. The Air Force is utilizing current and developing resources to keep a good thing going.

ENERGY

No one topic of conversation or thought has gripped American consciousness as dramatically as has the energy crisis. Because of the complex needs of the aerospace environment, Air Force Research and Development has been working with energy problems for several years.

Use of the sun's energy is a prospect that has flamed the imaginations of many people. Solar cells that turn sunlight into electrical energy were developed by the Air Force to provide power for communications systems. This process is currently being used on the Los Angeles Freeway to power the emergency telephone system.

Nuclear energy has been called the fuel of the future. Experiments conducted at the Air Force's nuclear power plant in Sundance, Wyo., have made commercial development practical. In researching the peaceful applications for nuclear energy, Air Force engineers established many records for endurance and minimum nuclear fuel requirements.

Producing energy more efficiently is another part of the answer to the energy crisis riddle. Recently, a lightweight, superconducting magnet, twice the strength of conventional iron-core magnets, was developed in a joint R&D effort by the Air Force and the Defense Research Board of Canada. The magnet will be part of a new Magnetohydrodynamic (MHD) Generator under development by Systems Command. MHD commercial power systems will have the capability to increase power output by 50 percent, reduce pollution 50 percent and increase plant efficiency by 20 percent while only using the same amount of fuel as a conventional generator.

More and better energy from Air Force R&D spinoffs is of increasing importance — for today and tomorrow.

A COMMENT

Every spinoff you have just read about was a by-product of someone's idea on how better to deter war and preserve peace, or how to wage a successful conflict should deterrence fail. Allowing every American to live his life in fullest freedom was objective number one. Improving the standard of life was actually incidental.

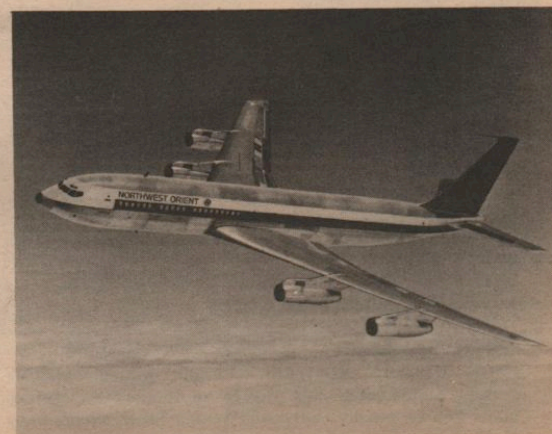
You can hear some individuals complain about the non-existence of a "peace dividend" resulting from American disengagement in Vietnam. These spinoffs, and hundreds of others just like them, have always been "peace" dividends.

Through Air Force Research and Development technology, the American people are investing in peace and freedom. I urge you to share this report with a fellow stockholder.

Photos by the
Office of
Information,
Headquarters,
Air Force Systems
Command and
MSgt. Russ Brown



This ceramic cookware won't crack, chip, peel or be adversely effected by extreme changes in temperature. It is probably constructed of a material originally developed for Air Force Intercontinental Ballistic Missile nose cones.



The KC-135 Stratotanker (left) was developed and produced so the Air Force could better preserve the peace and security of the United States. Any spinoff similarity between it and the Boeing 707 at the right is not coincidental. Commercial aviation has depended heavily upon Air Force bomber and tanker R & D programs.



IDEA MART

MER Confers Via Air

by 1st Lt. H.K. Chafin, CAP
South Carolina Wing

MAXWELL AFB, Ala. — The Middle East Region Communications Conference was held on the air this year instead of having participants come in to a central location. According to Maj. Leon Neil, MER DCS/Communications, the conference would have normally been held in Richmond, Va., with participants driving several hundred miles and an average attendance of about 35 communicators from the seven wings in the MER.

This year, due to the fuel shortage and CAP's determination to conserve the nation's energy, a decision was made to conduct the Communications Conference on radio. The MER frequency of 4585.0 MHz was used for the three-plus hours of conference. The MER had a total of 124 participants check in.

Figuring a total savings of approximately 42,000 miles of driving, 2,760 gallons of fuel at a cost of \$1,480.00 and out-of-pocket expenses for hotels and meals of \$9,950.00, a total of approximately \$11,400.00 and countless hours of time involved in driving were saved. Further, it was figured that sitting at home in an easy chair was a lot safer than being out on the road driving, unless of course your chair broke. The above figures indicate that the conference by radio was entirely successful from a conservation standpoint.

Major Neil, known to MER as KIL-769, conducted the conference in normal net

procedure starting with the roll call of wing and region personnel. Check-in and participation by National Headquarters AZ-64, and by the MERLO office (2VHP) and by one station in the Northeast Region brought the total roll call to 124. Several wings within the region gathered communicators in a central place within the state to take part in the conference.

Items on the agenda included the purpose of the "On the Air Conference," net procedure to be followed, proper use of pro-words, teletype (RETT), VHF-FM equipment including repeaters, communications reporting system, violations and how to avoid them, dissemination of traffic to all levels of CAP, and the use of the 4583.5 emergency frequency.

In conducting the conference, all wing directors of communications were given the opportunity to make comments and to gather comments from other members within his wing.

The entire conference was taped in several locations and made available to communicators within each wing and was also covered by an appointed Information Officer. Comments at the close of the net were very much in favor of holding more conferences of this type, not forgetting that an occasional face-to-face meeting would still be necessary.



HIGHEST CADET AWARD — Colorado Governor John Vanderhoof presents Cadet Col. Allen E. Gray the Gen. Carl A. Spaatz Award. The prestigious Spaatz Award culminates many hours of extensive study in a series of courses in aviation and aerospace science-related subjects. Cadet Gray has been active in CAP for the past five years as a member of the Walter M. Schirra Squadron.

Seniors Get CD's Number

ANNVILLE, Pa. — Members of the Anville Senior Squadron 306 recently received a briefing on Civil Defense from Walter Francis, Lebanon County (Pa.) Civil Defense director.

Mr. Francis spoke on the emergency telephone number that is being encouraged for use nationwide (number 911). This number would be easier to remember than the current seven digit number being used, Francis explained.

He said that the operator who receives the call at the local Civil Defense control center would then call the appropriate facility for the help needed.

First Aid Training Pays Off

FREDERICK, Va. — Civil Air Patrol training came into play near here recently when CAP Lt. Chris Miller, returning from a communications seminar, happened upon a vehicle accident involving eight persons.

The lieutenant was the first person on the scene. He contacted Lt. John McKinney, Frederick Composite Squadron commander, on his mobile radio unit and informed him of the accident and of the need for help.

Lieutenant McKinney alerted the Washington County State Police station and they dispatched police and an ambulance to the scene. While they (police and ambulance) were on the way, Lieutenant Miller administered to the needs of the victims.

The lieutenant commented, "my first aid training gained through Civil Air Patrol proved to be very valuable."

Unit Receives U.S. Flag

HERNDON, Va. — Through the efforts of U.S. Senator William L. Scott (Rep.) the Herndon Composite Squadron was recently presented a U.S. flag.

The flag was flown over the Capitol Building in honor of Civil Air Patrol's 32nd anniversary.

Mrs. Del Heiney, secretary to the senator, presented the flag during a recent awards ceremony held by the squadron.

CAP Gp. Visits D.C. Area

WHITE PLAINS, N.Y. — A first hand experience in aerospace and national heritage education was shared recently by CAP members representing all eight squadrons of the Westchester Group, New York Wing.

Ten senior members and 35 cadets under the command of CAP Maj. Michael J. Gallo paid a three day visit to the Washington, D.C. area.

The trip began with an extensive tour of the Goddard Space Flight Center in Greenbelt, Md.

Lectures and movies highlighted the tour as well as

the historical aspects of the Center's contributions to America's space program.

The following day they toured the White House, the Capitol, Washington Monument and the National Air and Space Museum of the Smithsonian Institution.

According to Major Gallo, the group was especially enthusiastic about their visit to the National Air and Space Museum where they viewed the Wright Brother's airplane and some of the original equipment used in the Gemini and Apollo missions.

The group was housed at Andrews AFB during their visit

which climaxed with a farewell party held in the base service club.

Squadron Gets \$5,000 Gift

EAGLE RIVER, Wisc. — The Vilas County Squadron (Wisconsin Wing), received a \$5,000 check from a memorial foundation recently.

A note accompanying the check stated simply: "We hope these funds can be used in the purchase of equipment that will better equip your group to do its job of saving lives, perhaps by equipping your Beaver aircraft for instrument flight conditions. In view of the federal law requiring all aircraft to be equipped with locator beacons, we would also hope an electronic direction finder could be purchased for the aircraft. This should shorten the search time for downed aircraft."

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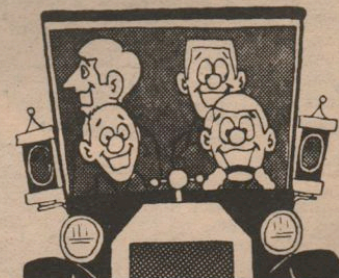
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NEW YORK, N.Y. 10010



SPACE MISSION ROUTES — Cadet Antonio Mendes (center), points out a route used by an Apollo space craft to Cadets Len Lesnefsky (left), and James Smith during their recent visit to the Goddard Space Flight Center.

Four heads are
better than one



Use car pools



NAVY CONGRATULATIONS — U. S. Navy Capt. Andy Serrell presents Cadet MSgt. Kathy Elder her earned achievement during a recent Spokane Composite Squadron formal ceremony. Captain Serrell also administered the cadet oath and formally embarked two new young members on their way in the CAP program. The Navy captain is team leader of a group of Industrial College of the Armed Forces Instructors that are currently presenting National Security Seminars at selected locations in the U. S.

Cadets Meet, Hear POW

PHOENIX, Ariz. — The Arizona Wing Cadet Advisory Council recently sponsored a

Wing Cadet Conference at Luke AFB, Ariz.

More than 100 cadets participated in the week-end activities, which included tours of the 26th Region North American Air Defense headquarters, learning centers and simulators of the 58th Tactical Training Squadron and problem solving seminars.

Col. Gopal James, USAF, a former POW, was the featured speaker for the banquet which concluded the conference.

Another highlight of the event was the announcement that the Cadet Advisory Council chairman and vice-chairman, 1st Lt. Don Solomon and Capt. Stuart Maxon respectively, had received nominations to the Air Force Academy.

Also in attendance was the Arizona Wing commander, CAP Col. Eugene Issak.

Billman Is Academy Nominee

GRAND PRAIRIE, Tex. — Cadet Lt. Col. Eddy Billman of the Crusader Composite Squadron has been designated a primary nominee for the Air Force Academy.

Cadet Billman has been with the Crusader unit for five years and is presently serving as their cadet commander.

Commenting on his association with CAP, Billman said, "I had no plans for the future when I joined CAP, or any real interests or ambitions. CAP developed the leadership potential and self-reliance that enabled me to go into other areas."

Cadet Directorate Answers Questions

QUESTION: I recently had a contract returned because of an incorrect signature. Our squadron commander has been here for several months, so why was the contract unaccepted?

ANSWER: No matter how many times we try to explain this situation, it continues to be one of our biggest problem areas. If a new unit commander or testing officer is appointed, his name and signature must, repeat, must be submitted to National Headquarters/EDAE on a CAP Form 53. It may be sent separately, with a completed contract or other correspondence, but it must be sent. If the new Form 53 is not in file, any contracts (or examination requests or examinations) signed by the new appointee will be returned to the unit. Appointment to the position is not, by itself, enough; the Form 53 must also be signed and forwarded.

QUESTION: What is the status of the new cadet officer hat device?

ANSWER: The device has been reviewed and sent to the manufacturer for production. Delivery is expected at any time, and when it occurs the Bookstore catalogue number and price will be announced in the CAP News — hopefully next month.

QUESTION: Is a cadet required to wear the CAP uniform, or can he wear the blazer combination instead?

ANSWER: A cadet is required to wear the uniform to meetings and other official CAP functions. The blazer combination is encouraged for wear at CAP social functions in lieu of the service uniform.

QUESTION: Our unit would like to obtain a Cadet Progress Chart to help us keep track of our cadets. What is the correct procedure?

ANSWER: Complete CAP Form 8, indicating Cadet Progress Chart, and forward to National Headquarters/DAPE. Suggestions for posting the chart

are found in CAPM 50-16, Feb. 6, 1974, Chapter 9.

QUESTION: Last month I joined CAP, and I have already received my first orientation flight. On the CAP Form 77 there is a place for my CAP serial number. I have not yet received a serial number, so should I enter "pending" in that space as with contract number one?

ANSWER: No. Our suggestion is that you hold the card until you receive your serial number. Without a serial number the information cannot be entered on your data processing record, and you and your squadron and wing would lose credit for your flight if you sent the card now.

QUESTION: I recently applied for a CAP scholarship for next year. On the application I listed the college to which I had applied at the time. Since then I have applied to two other universities. If I am selected to receive the scholarship and do not attend the school listed on my application form, must I forfeit the scholarship?

ANSWER: No. Upon notification of selection for receipt of a CAP scholarship you should send confirmation of the name and address of the accredited college or university to which the scholarship funds should be forwarded.



HAPPY OCCASION — Cadet Col. Edward K. Stanwood recently became the third Hawaii Wing Cadet to earn the Gen. Carl A. Spaatz award. He is a member of the Kailua Cadet Squadron and been active in CAP for over six years. Stanwood became a senior member early this year and is presently a senior management major at the Rensselaer Polytechnic Institute in Troy, N. Y.

Members Assist

Airport Opening

NORFOLK, Va. — Cadets from the Norfolk Composite Squadron recently assisted officials during grand opening ceremonies for the expanded Norfolk Regional Airport.

They worked with the security forces and handed out souvenirs to those in attendance.

In addition, the cadets performed safety functions which included assisting handicapped visitors.

CIVIL AIR PATROL

HEADQUARTERS FOR C.A.P.

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\$15.95

Some uniform as above in shade 1549

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Florida Cadets Hold Bivouac

TALLAHASSEE, Fla. — Cadets from the Tallahassee Composite Squadron under the supervision of senior members recently held a weekend bivouac in the Marianna Caverns State Park at Marianna, Fla.

Their activities included search and rescue training, a compass mission and cave exploration.

After reveille and breakfast on the second day, the cadets were also taken on an exploratory hike.



Cadet Billman

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Educational package of MOON MAPS, Facts & Figures - Includes official looking certificate of ownership of a 360 acre lot of the MOON. Actual close-up map locates your lot on the moon landscape. Each lot is numbered and your name will be registered with your lot number. \$5 value - Only \$2.98 while supply lasts.

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CADET AWARDS

EARHART AWARDS

(February)

Sherrie L. Soustek	01041
Robert M. Adkins	02005
Carol A. Carroll	03072
Clint C. Smith	04091
Steven M. Lindemann	05015
Kevin D. Barrett	06022
James B. Philpitt	08120
John P. Frontera Jr.	08159
Harry L. Greenway Jr.	08159
Ralph C. Clark	08425
Loonie D. Adkins	10072
David W. Holbrook	11172
Cheryl D. Barnes	12079
Ann J. Thielking	12175
Ronald A. Wegner	13002
Martin L. Deffenbaugh	18072
Michael S. Cowan	18075
David M. Sladek	21017
Gail M. Lofdahl	21044
Katherine E. Edge	22048
Dianne R. Moore	23037
James M. Boniello	21228
Mark A. Haddad	34016
Doug A. Daley	34038
Jim M. Murry	34070
Bruce J. Develbiss	34197
Robert G. Bennett	38019
Rhett A. Risher	39064
Andres S. Gonzalez Jr.	42195
Greg G. Clasen	42195
Kenneth M. Rhodes	46018
Daniel A. Schaff	48018
Merrill R. Damme	51005
Vincent Krasinski	52068

MITCHELL AWARDS

(February)

Michael K. Higgleman	01013
Chuck E. Stevenson	01016
Charles R. Melton	01034
Martin J. Tays	01041
Gregory J. Hinton	02045
D. P. Pinsonneault	02061
Robert D. Ruffin	03042
Wayne M. Behrens	04016
Stephen A. Ragucci	04138

Gavle L. Lymann	05015
James H. McKinney Jr.	05051
Jay T. Tourtel	05070
Steve E. Tyson	05099
Michael F. Landry	06014
Michael J. Garland	06027
Gregory H. Raines	06054
Alvin R. Williams	07006
James W. Ryan	07012
Kevin P. Hochstetler	07015
Scott E. Freeman	08133
Thomas G. Shedd	08160
Joan M. Pattison	08169
Daniel H. Willford	08052
Gregory W. Fowler	09055
John D. Bloemer	09066
Thor A. Christensen	10073
Michael R. Schmitz	11011
J. Richard Wood	11036
William M. Black IV	11172
James F. Holdener	11196
Raymond G. Tiedeman	11269
Carl D. Jaeger	12036
Michael D. Loehle	12046
Jerry J. Blanchard	12057
Priscilla J. Cowan	12075
James J. Holmes	13003
F. J. McConnell Jr.	13003
Lawrence M. Stanley	13043
Susan D. H. Wootton	13043
Arthur G. Levesque	13054
Cheryl A. Boren	14045
Timothy A. Price	15019
Lee C. Harris	15023
Michael E. Wells	15028
Jon G. Brimacombe	15034
Paul W. Peeples Jr.	15057
Nils L. Hovik	15068
William G. Bowden	16011
William E. Quarles	15017
Daniel A. Hoefel	15033
Antwone M. Hunt	15033
Peter D. Hanlon	15036
Mark J. Broderick	15044
Edward R. Petruska	15044
Victoria Maximine	15111
Jack J. Forsvinski	15116
Arthur Silverman	15131
Steven R. Scandola	15157
Loretta M. Scarini	15189

Norman L. Dingmore	32048
Randall J. Williams	32081
Sandy S. Stroud Jr.	32111
Brian S. Shepherd	34051
Richard L. Mook	34051
Paul P. Stolkov	34131
Mark A. Prudhoe	34131
Michael P. Yonkers	34131
Michael W. Henslev	35071
Burton P. Brown	38042
Steven I. Waldman	37049
Ralph C. Jones	37049
John K. Weaver	37060
Richard B. Wilhemiv	37082
Glenn R. Koehl	37089
Erik B. Jensen	37102
Joseph R. Frankovich	39065
Melanie A. Barthle	40050
Margaret S. Donley	40050
Lynette R. Callahan	40050
Kevin E. Greer	41036
Dennis L. Castillo	42178
Allen R. Bailey	42187
James A. Hollis	46001
Michael K. Baxter	46068
Mark S. Hathaway	47078
W. T. Stephens Jr.	48055
Dennis M. Barger	48112
James A. Hollis	49008
Stephen D. Rupp	49018
Charles R. Kopiasz	50028
Emmette T. Honjivo	51020
Lionel Q. L. Mew	51030
Raul Laracuente	52087
Daly C. Delvalle	52087
Victor A. Nazario	52087
Wilfredo Cotes	52087
Angel F. Vega	52087
Carlos Torres	52087
Johnny Asencio	52087
John Montalvo	52087
Wanda Ramos	52087
Ramon M. Flores	52087
Erin Frizary	52087
Edna I. Jasio	52087
Miriam Vazquez	52087
Luis Oms	52087
Ana A. Avala	52087
Ivette Velez	52087
Laz D. Ortiz	52087

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
— USAF AUXILIARY —
Maxwell Air Force Base, Alabama 36112



AN OPEN LETTER TO ALL CIVIL AIR PATROL SENIOR MEMBERS

As a senior member of Civil Air Patrol you are encouraged to become a member of the Air Force Association. Since its inception in 1946, the Air Force Association has provided extremely valuable service in effectively advancing the cause of aerospace power for national security. The U. S. Air Force has long recognized the values and benefits of the AFA and supports it enthusiastically.

Civil Air Patrol has benefited from AFA support on several fronts. Each year, at the National Board Meeting, the AFA honors the outstanding cadet of the year. This is a tribute in recognition of the outstanding work we do with young people. Last September the AFA passed General Resolution No. 22 which places the AFA on record as a supporter of the CAP supply bill currently in Congress. The 280 Air Force Association local chapters are encouraged to provide assistance and even sponsorship to CAP units in their area. Such an active, positive stance by the AFA deserves the support of as many senior members as possible.

You can benefit directly from this membership. If you are now serving, or have served in the U. S. military, your yearly dues of \$10.00 entitle you to receive the AIR FORCE MAGAZINE, a monthly publication designed to increase public awareness, knowledge and understanding of the vital issues that are affecting the United States and the Air Force. This exceptional magazine is, in itself, worth the \$10.00 membership. In addition, you can apply for insurance coverage in three (3) areas: group life, accident and hospital indemnity. Each of these programs will save you money.

If you have not served in the U. S. military you may still join AFA as a Patron Member. You will still receive the AIR FORCE MAGAZINE to keep you up to the minute on all important aerospace activities in the world, but, because of federal income tax regulations, you cannot participate in the insurance programs.

Becoming a member of the Air Force Association gives each of us an opportunity to further support Civil Air Patrol through an organization which is also dedicated to the advancement of aerospace power and education for the benefit of our country and mankind.

The membership application form is provided below for your convenience.

Leslie J. Westberg
LESLIE J. WESTBERG
Brigadier General, USAF
National Commander

William M. Patterson
WILLIAM M. PATTERSON
Brigadier General, CAP
Chairman, National Board

AIR FORCE ASSOCIATION
1750 Pennsylvania Avenue, N.W.
Washington, D.C. 20006

APPLICATION FOR AFA MEMBERSHIP



I wish to become a member of the Air Force Association and support its objective of adequate aerospace power for national security and world peace. I certify that I am a U.S. citizen eligible for membership under one of the approved membership categories indicated below. Further, I understand that the annual membership fee of \$10 includes an annual subscription (\$9) to AIR FORCE Magazine.

☐ Active Duty

☐ Non-Active Duty

☐ New Member ☐ Renewal Member

☐ \$10 (one year)

☐ \$24 (three years)

☐ Check enclosed

☐ Charge my dues payment to:

Name _____ Rank _____

Address _____

City _____ State _____ Zip _____

Major AF Command _____ Duty AFSC _____

Signature _____ Date _____

☐ American Express
☐ BankAmericard
☐ Master Charge

☐ I wish to be affiliated with the _____ chapter.

☐ I wish to be a member at large.

Account # _____

Date card expires _____

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FOR COMPLETION BY NON ACTIVE DUTY MEMBERS

NOTE: An application which does not indicate a category of membership eligibility must be processed as a request to become an AFA Patron.

CATEGORIES OF MEMBERSHIP ELIGIBILITY*

(Check One)

- ☐ Retired
☐ Air Force
☐ Other
- ☐ Non-Retired but Previous Active or Reserve Duty
☐ War Time (see note)
☐ Peace Time
- ☐ Reserve Components of the Armed Forces
☐ War Time (see note)
☐ Peace Time
- ☐ Spouse, widow or widower of one of above

BUSINESS (Check One)

- ☐ USAF Civilian
☐ NASA
☐ FAA
☐ Other Government
☐ Professional (Dr., Lawyer, etc.)
☐ Education
☐ News Media
☐ Aerospace Industry
☐ Other Business or Industry
☐ Other

OTHER SPECIAL INTERESTS (Check All Appropriate Boxes)

- ☐ Aircraft Pilot
☐ Aircraft Owner
☐ Arnold Air Society Alumnus (School) _____

Class _____

* In the event you are not eligible for AFA membership in one of the itemized membership categories, we invite you to become an AFA Patron and receive a subscription to AIR FORCE Magazine. The Patron rate is \$10 for one year, \$24 for three years.

☐ I wish to become an AFA Patron

Signature _____

NOTE: War time periods, as specified by Title 38 of the U.S. Code, are defined to be:
 (WW I) 4/18/17 to 11/1/18
 (WW II) 12/7/41 to 12/31/46
 (Korea) 8/27/50 to 7/31/55
 (Vietnam) 8/5/64 to present